

1. Reference: Draft Specification, paragraph 3.7.1 (Cab and Body)

Would a steel body be acceptable if it could meet the life expectancy specification?

Response: A bidder must provide a compliant proposal that meets the requirement of aluminum or composite materials for the body. Steel body materials are not desirable due to long term corrosion concerns. However, a bidder may propose a steel body as an alternate proposal but a strong case for long term durability and cost reductions would have to be made.

2. Paragraph 1.2, point #3 of the RFI states an objective of this RFI is to receive information on qualifications and capability of suppliers to meet the acquisition objectives. Paragraph 1.2 of the RFI further states that "The submitted qualifications information will be evaluated by the Postal Service Purchase Team to determine a list of pre-qualified suppliers eligible to receive an RFP for competitive prototype development and participation in the subsequent production program".

Can the Government provide insight as to the specific evaluation criteria that will be used to evaluate qualifications information and identify the list of pre-qualified suppliers?

Response: RFI Paragraph 1.2, page-3, under the section "Responses to this RFI should contain as a minimum:" sub-paragraph 3., describes the items in the RFI responses that will be used to pre-qualify suppliers. The section is provided below for convenience:

3. Qualifications and capabilities to develop vehicle prototypes and to produce, deliver, and provide for national deployment of up to 180,000 vehicles under this acquisition program. This information should include:
- a. An overview of management, vehicle prototype development, and production capabilities to be mobilized to meet USPS acquisition requirements.
 - b. Past performance and experience relevant to management, vehicle prototype development, and vehicle production.
 - c. Information on the financial strength and resources of the organization or organizational team to manage and execute the prototype development and production requirements of the program, including financials, technical capability, workforce, and facilities. Dun & Bradstreet information and rating should be included.
3. Reference: Draft Specification, paragraph 3.4.2 (Road Speed) and paragraph 4.7.5 (Acceleration tests).

Section 3.4.2 of the draft specification indicates the vehicle shall be capable of accelerating from 0 to a speed of 80.5 km/h (50 mph) within 22 seconds. Section 4.7.5 of the draft specification indicates the vehicle shall be tested to demonstrate its ability to accelerate from 0 to 80.5 km/h (50 mph) within an allotted time of 27 seconds. These two requirements seem to conflict. What is the time requirement for accelerating from 0 to 80.5 km/h (50 mph)?

Response: The correct requirement is 22 seconds for acceleration to 50 mph as stated in Section 3.4.2. Section 4.7.5 is incorrect.

4. Reference: RFI Document Sections 1.1 and 1.3. Draft specification Section 3.

RFI section 1.1 lists the High Level Objectives for NGDV

RFI Section 1.3 lists A summary of key requirements

The draft vehicle specification Section 3 lists all the requirements

Typical Government vehicle requirements will have Tier 1 (must have), and some lower tier requirements that can be traded but are used to evaluate overall value of the proposed solution. Within the RFI documents there are dozens, if not hundreds, discrete requirements.

Are all the requirements in the Draft vehicle spec section 3 considered "must haves"?

Can any of the requirements in the vehicle spec section 3 be traded against cost or other performance aspects?

Can the Government identify Tier 1 requirements (must have), vs (desired) lower tier requirements?

Response: *The NGDV specification will be revised to clearly identify requirements (attributes that must be met) and desirable attributes.*

5. Reference: Draft vehicle specification paragraph 3.15.13.1 (Rear Vision Camera).

Paragraph 3.15.13.1 of the draft vehicle specification states, relating to the Rear Vision Camera: "it shall provide audio and vision including the entire rear bumper to an area at least 2.74 meters (9 ft) behind the rear bumper."

The visual requirement seems to be clear. Can the Government clarify what is specifically required with respect to the audio requirement?

Response: *The NGDV specification will be revised to remove the audio requirement.*

Questions in response to RFI – NGDV
Submission Date: February 16, 2015

1. Reference: Draft vehicle specification paragraph 4.7.9 (Jacking Test)

The draft specification states that "The vehicle shall be alternately jacked up at each Jacking/lifting point until the full weight of the vehicle at the lift point is supported by the jack."

Can the Government provide clarification of full weight of the vehicle at the lifting point? Does the statement refer to the portion of the vehicle weight on the jack when the tire nearest the lift point is off the ground at a specified height, vs. the weight of the entire vehicle?

Response: *Answer: Paragraph 4.7.9 will be revised to clarify the requirement.*

2. There are multiple requirements in the draft specification that refer to heavy duty or rugged components.

A few examples are listed below:

Paragraph 3.5 (Design and Construction) refers to physical attributes by stating: "Vehicles furnished under this shall be ruggedly constructed and highly maneuverable..."

Paragraph 3.6.3.1 (Transmission) states: "The transmission shall be of the heaviest duty available..."

Paragraph 3.6.3.2 (Axles) states: "The drive axle(s) shall incorporate a heavy duty traction control function and stability control method."

Paragraph 3.6.4 (Suspension): states: "The vehicle shall be equipped with a heavy duty suspension system....."

Can the Government provide some additional definition or quantitative method of determining "rugged" or "heavy duty"?

Response: The draft specification refers to heavy duty components in many areas. Typically OEMs have standard duty and heavy duty component options for a production chassis. Examples are heavy duty suspensions, cooling systems, transmissions or alternators on vehicles built for police or taxi service. The USPS requires that heavy duty components, when available, shall be installed on the vehicle in place of standard duty components. It is the responsibility of the vendor to detail the relative duty rating of the components identified in the specifications.

3. Reference: Draft vehicle specification - Cargo area volumes and dimensions.

There are multiple dimensions in the draft vehicle specification referenced for the cargo area length, width and height. These dimensions do not seem to correlate with the mail storage volume requirement of 155 ft³. The minimum clear flat floor length of 108", width of 72" and Interior ceiling to floor height of 76" gives a mail stowage volume of 342 ft³ which is more than double the volume requirement of 155 ft³. Also, the requirement for minimum width between wheel houses of 48" and the minimum clear flat floor width of 72" seem confusing with respect to the overall vehicle width requirement of 85".

Can the Government clarify the desired cargo area dimensions and volume? Can a graphical representation of the area desired be provided?

Response: The requirement states that "The cargo area shall provide standing headroom and be capable of holding 155 ft³ of mail and packages while allowing free floor space sufficient to access the stowed mail and packages. The cargo floor area shall also provide a minimum clear flat area of 108" x 72" while maintaining clear access to the rear curbside door for entry and exit". The actual volume of the mail itself is 155 cubic feet. The minimum flat floor length and width of 108 inches by 72 inches may contain the area of intrusion of the wheel wells, however the width of the floor between the wheel wells must be at least 48 inches. When the minimum area of floor space is multiplied by the ceiling to floor height requirement, the volume of the cargo space is indeed more than double the required volume of mail items to be carried. The area of the minimum clear flat floor area multiplied by the minimum ceiling to floor height -- indicates the minimum total volume of the cargo space. To further clarify, the 155 ft³ requirement is for the cargo compartment of the vehicle which is defined as the volume behind the bulkhead of the vehicle.

The 85 inch overall maximum width of the vehicle allows sufficient structure in the sides of the vehicle to contain a 72 inch interior floor width. USPS encourages innovative designs to reduce the overall length and width of the vehicle while meeting the interior dimension requirements.

Questions in response to RFI – NGDV
Submission Date: February 19, 2015

1. I need a clarification regarding the section 1.2 of the RFI document which is presented below:
Responses to this RFI are due on or before 3/6/2015 at 3:00 PM EST. Send responses via e-mail to Delores Waters (delores.b.waters@usps.gov) with copy to Jacqueline Myers (jacqueline.r.myers@usps.gov), and follow up with mail to:

U.S. Postal Service - Vehicles & Delivery/Industrial Equipment- Category Management Center

Attn: Delores B. Waters, Contracting Officer – 3190 S 70th Street RM 601 – Philadelphia, PA 19153-9990

Can I assume that it is acceptable by your side in case the e-mail containing the RFI response documents is delivered to you before or due March 6, 2015 at 3 p.m. EST and the follow-up mail is delivered afterwards – i.e. 2-3 days later? Or should both the e-mail and the follow-up mail be delivered to you before or due March 6, 2015? Can you please explain this part further?

Response: Electronic copies of the RFI response document are due on or before March 6, 2015 at 3:00PM EST. Delivery of the mailed copy, to the address provided is expected the week of March 9th.

Questions in response to RFI – NGDV
Submission Date: February 23, 2015

1. The dimensions for the NGDV van height vs. interior ceiling height vs. cargo floor height from ground vs. minimum ground clearance don't appear to add up. Given these parameters only 2 to 3 inches remain to package everything under the rear cargo floor e.g. chassis, drive train, suspension etc. Would you please confirm the vans external and internal dimensions.

Response: *The maximum overall height will be updated to 112" in the technical specification. However, the USPS desires the lowest overall height possible. The minimum ground clearance is 7.3 inches while floor height is 26 inches (min) to 28 inches (max). These dimensions are similar to the existing LLV dimensions and should present few packing issues for the powertrain and suspension components. At the bidders conference an issue with overhead height to accommodate the roll up door was identified. The specifications will be updated to allow an overall height of up to 112" to provide for the space for the roof structure and roll-up door clearance.*

2. "48inch wide between wheel houses", Can that bottom floor/deck level if provisions are made for smooth, flat support framing which is located a few inches above and deployable/removable with a few one hand operations? (If so, I assume that the 30" wide aisle requirement can be waived when carrying 48" wide materials of any length)

Response: *No, the specifications require a 48 inch wide clear and flat floor between the wheel houses. Additional equipment to convert the space is not acceptable.*

3. Will there be an expectation that the same prototype be scalable to meet any 2 ton future replacement intentions? If so, do you have a desired level of part interchangeability between the 2wd; the 4wd and any possible up-sized variants?

Response: *At this point in time, there is no expectation that the prototype be scalable to the 2 ton replacement needs.*

4. Does the "rear roll-up door" have to roll? Or can it open upward and as in a stacking means if the reliability and security are at least the same? i.e. to improve head room and reduce costs.

Response: *Yes. Alternative solutions to roll-up doors (with the exception of hinged doors) that provide the same functionality would be acceptable provided the requirements are fulfilled (such as the minimum interior height of 76 inches).*

Questions in response to RFI – NGDV
Submission Date: February 24, 2015

1. Can you please provide a copy of the concept drawing of NGDV that was shown at the Supplier conference.

Response: *The Drawing shown at the conference has been updated and will be posted to the FBO web site.*

2. Section 3.1 of the RFI states that responses to the RFP issued in early April 2015 (we understand this to be the RFP for Prototypes) will be due in 75 days. At the supplier conference it was indicated that the response time frame would be 60 days. Can you please advise – what is your latest expectation on this?

Response: *RFP responses will be due approximately 75 days after the issued date. The RFP will establish the actual deadline for responses.*

3. Could you please clarify whether the responses need to be postmarked or in-hand by 3:00PM EST on March 6th?

Response: *Electronic copies of the RFI response document are due on or before March 6, 2015 at 3:00PM EST. Delivery of the mailed copy, to the address provided is expected the week of March 9th.*

1. We have discovered few inconsistencies in the vehicle dimensions' table that is given in the section 1.3 of the RFI document which is also presented below:

| CHARACTERISTIC | REQUIREMENT | | | |
|--|--------------------------|---------------------|----------|------|
| | Minimum | | Maximum | |
| | SI | (US) | SI | (US) |
| Ground clearance at GVW* | 18.5 cm | 7.3" | | |
| Mail stowage volume | 4.38 m ³ | 155 ft ³ | | |
| Rear door opening (clearance dimensions) | 123.2 cm W 182.9 cm H | 48.5" 72" | | |
| Driver side door window sill height (above ground) | | | 111.8 cm | 44" |
| Width between wheel houses | 121.9 cm | 48" | | |
| Maximum overall length | | | 584 cm | 230" |
| Maximum overall height | | | 215.9 cm | 106" |
| Vehicle width maximum (excluding mirrors) | | | 203.2 cm | 85" |
| Distance from truck floor to the ground | 66.0 cm | 26" | 71.1 cm | 28" |
| Interior ceiling to floor height w/door open | 193.0 cm | 76" | | |
| Minimum clear flat cargo floor length | 274.3 cm | 108" | | |
| Minimum clear flat cargo floor width | 182.9 cm | 72" | | |

a. In the table, the vehicle's maximum overall height is given as 215.9 cm SI and 106" US. However, 106" equals to 269.2 cm. The same also applies to vehicle width maximum (excluding mirrors) dimensions. 85" equals to 215.9 cm. Could you please inform us regarding which dimensions we should take into account, the SI or the US?

Response: *The SI units were not updated correctly, the SI units will be revised to reflect the US units. However, the vehicle overall height has been revised to 112 inches.*

b. Another thing that we noticed is related with the minimum cargo volume requirement. In the table, it's given 4.38 m³ as requirement, but according to our calculations based on the minimum cargo floor length and width, and the interior ceiling height given, these dimensions define a much bigger minimum cargo volume which is 6.45 m³ to be exact. Could you please also check these requirements and inform us regarding which definition we should consider to base our assumptions?

Response: *The actual volume of the mail itself is 155 cubic feet (4.38 m³). The minimum flat floor length and width of 108 inches by 72 inches may contain the area of intrusion of the wheel wells, however the width of the floor between the wheel wells must be at least 48 inches. When the minimum area of floor space is multiplied by the ceiling to floor height requirement, the volume of the cargo space is indeed more than double the required volume of mail items to be carried. The area of the minimum clear flat floor area multiplied by the minimum ceiling to floor height -- indicates the minimum total volume of the cargo space. To further clarify, the 155 ft³ requirement is for the cargo compartment of the vehicle which is defined as the volume behind the bulkhead of the vehicle. The 85 inch overall maximum width of the vehicle allows sufficient structure in the sides of the vehicle to contain a 72 inch interior floor width. USPS encourages innovative designs to reduce the overall length and width of the vehicle while meeting the interior dimension requirements.*

2. In the section 3.13.1 Side doors, there is a definition of a door which is required to be on the bulkhead to allow access to the cargo area from the driver's compartment as follows :

An additional, windowless, non-hinged door (i.e. sliding) with a minimum opening of 75.8 cm (29.9 in) that provides access to the cargo area, immediately behind the driver's seat bulkhead, on the curbside of the vehicle is required.

But there is no definition of how the driver should access this door from the seated position when necessary i.e. a definition of a gangway. Could you please be more specific about the requirements of this door?

Response: *Section 3.13.1 refers to the exterior sliding doors. The bulkhead door is referred as partition door and is described in section 3.7.7.*

3. Does USPS have a specified format or template for us to follow in our RFI submission?

Response: No, there isn't a specified format or template to follow in response to the RFI. However, please be sure that your response to this RFI contains as a minimum the information requested on pg. 3 of the RFI document.